

B. F. TAYLOR,  
Secretary.

Lighters and Steam Launches  
Supplied.

ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY,  
Sole Agents for the  
UNITED ASBESTOS CO.,  
LIMITED, LONDON,  
DODWELL & CO., LIMITED,  
General Managers.

NEW SERIES NO. 1910. 日七月七日七十二精光

TUESDAY, AUGUST 20, 1901.

二年禮

號十二月八英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 8,310,000

Head Office—YOKOHAMA.

Branches and Agencies—  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTSIN. NEWCHWANG.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARIS BANK, LTD.  
THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent  
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent

" " 6 " 4 "

" " TARO HODSUMI, Manager.

Hongkong, 17th April, 1901. [11]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000

Paid up Capital ..... £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—  
Chan Kit Shan, Esq. | C. Ewens, Esq.  
Chow Tung Shang, Esq. | J. T. Lautis, Esq.  
Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %  
Hongkong, 20th December, 1899. [18]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Branches.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies—  
CANTON. PEKING.  
CHEFOO. PENANG.  
CHINKIANG. SINGAPORE.  
CHUNKING. TIENSIN.  
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
3 % per Annum Fixed Deposits for 3 months  
4 % " " 6 " 12 "  
5 % " " 12 " E. W. RUTTER,  
Manager.

Hongkong, 1st January, 1901. [10]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA  
INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHARE

HOLDERS ..... £800,000

RESERVE FUND ..... £575,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent per

Annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent

" " 6 " 3 "

" " 3 " 28 "

T. H. WHITEHEAD,

Manager.

Hongkong, 9th July, 1901. [35]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... £10,000,000

RESERVE FUND—

Sterling Reserve ..... £10,000,000

Silver Reserve ..... £3,750,000

RESERVE LIABILITY OF PROPRIETORS. £10,000,000

COURT OF DIRECTORS:

R. SHEWAN, Esq., Chairman.

Hon. J. J. BELL-IRVING, Deputy Chairman.

A. Haupt, Esq.

D. M. Moses, Esq. | N. A. Siebs, Esq.

A. J. Raymond, Esq. | H. W. Slade, Esq.

R. L. Richardson, Esq. | H. E. Tomkins, Esq.

H. Schubar, Esq. | Paul Witkowski, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annum.

For 6 months, 3½ per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

T. JACKSON, Chief Manager.

Hongkong, 17th August, 1901. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

T. JACKSON,

Chief Manager.

Hongkong, 4th October, 1900. [10]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

55.50 £ Cask of 375 lbs, Net ex Factory.

53.30 £ Bag of 250 lbs.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 1st June, 1901. [10]

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3½ per Annum Fixed Deposits for 3 months

4½ " " 6 " 12 "

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901. [10]

Intimations.

## LANE, CRAWFORD & CO.

HAVE JUST RECEIVED  
A LARGE CONSIGNMENT  
OF

## AMERICAN BOOTS

IN  
TAN CALF, BLACK CALF & GLACE KID,  
WITH

SQUARE, MEDIUM AND POINTED TOES,  
ALSO

PATENT COURT SHOES  
AND

SHOOTING BOOTS.

An Inspection is invited.

LANE, CRAWFORD & CO.

Hongkong, 10th August, 1901. [7326]

F. BLUNCK

SILK LACE MANUFACTURER  
AND  
EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER  
AND  
RETAILER.

16th July, 1901. [7151]

TRADE MARK

DEWAR'S PERTH WHISKIES.

SUPPLIED BY  
ROYAL WARRANT TO HIS MAJESTY THE KING.

SPECIAL, EXTRA SPECIAL.

WHITE LABEL.

SOLE AGENTS.

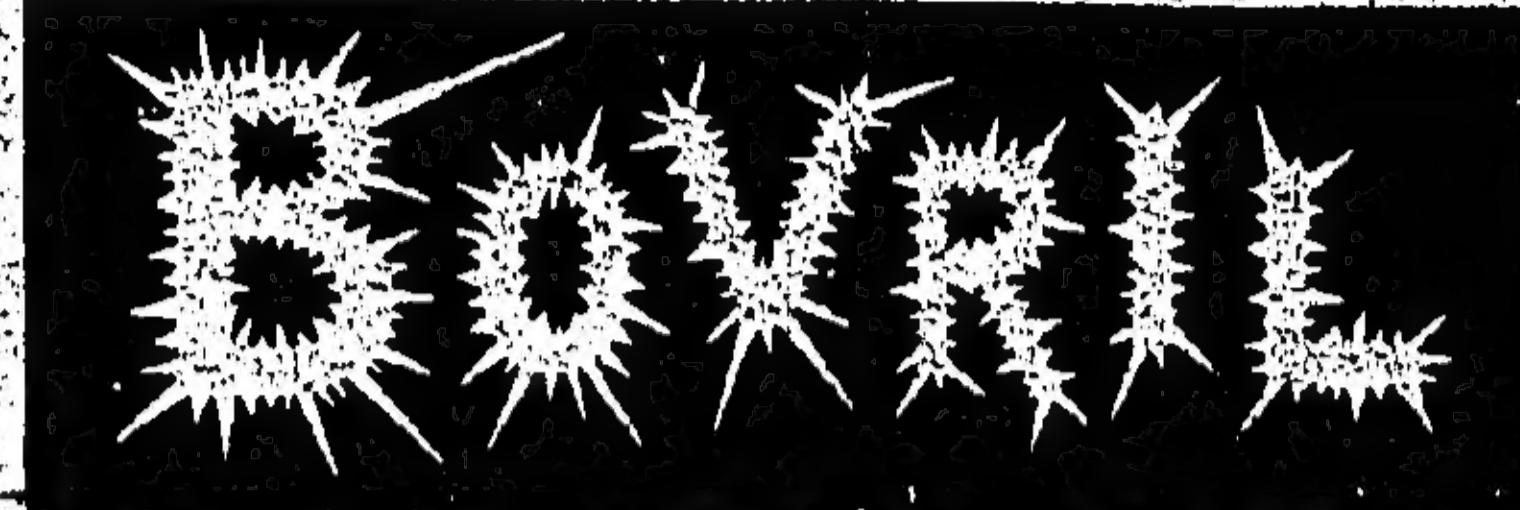
H. PRICE & CO.

14, QUEEN'S ROAD. [20]

Hongkong, 15th August, 1901.

## Intimations.

BOVRIL Promotes Energy and takes away  
that tired feeling which life in the East pro-  
duces. Unrivalled for Athletes and persons  
of either sex cultivating physical strength.  
To be obtained at all Stores, Chemists and  
Hotels throughout Hongkong, China and  
Japan. [187c]



BOVRIL PROMOTES HEALTH,  
STRENGTH AND ENERGY.

## UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,  
FOR THE  
UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT..... THOMAS SKINNER.

SUPERINTENDENT..... ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

W. BREWER & Co.

NEW BOOKS, &c.

Macmillan's Atlas of China ..... 5.00  
Senate and Cran's Marine Engineering ..... 1.00  
Little Folks—Volume January to June ..... 2.25  
1901 ..... 1.00  
Mrs. Bishop's Chinese Pictures ..... 2.25  
Midnight Passengers, by Savage ..... New  
Sister Ternay, by George Moore ..... colonials  
Denver's Double, by Geo. Griffiths ..... St. 50  
Cinderella, by Crockett ..... each 50  
Seven Houses, by Drummond ..... packet  
Gals' Gossip ..... 2.25  
More Gals' Gossip ..... 2.25  
Hongkong, 20th August, 1901. [689c]

CALDBECK, MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS,  
15, Queen's Road,  
Hongkong.

Branches:

London, Glasgow, Shanghai, Singapore.

Agencies:

Tiantin, Port Arthur, Chefoo, Weihai-wei, Kiaochow, Hankow,

Foochow, Taiwanfu, Amoy, Swatow, Canton, Yokohama,

Kobe, The Philippines, Penang,

British North Borneo.

**Entimation.****WHAT TO DRINK!  
AND THE TIME TO DRINK IT!**

Before Breakfast.

**CHAMPAGNE BITTERS  
AND  
CROWN SODA.**

Before Tea.

**CHAMPAGNE BITTERS  
AND  
SHERRY.**

Before Dinner.

**THE SAME.**At other times and at all times  
Champagne Bitters and Whiskey is  
good.Stick to this advice and you'll  
never know you have a liver.**WATKINS,  
LIMITED.**Chemists and Aerated Water  
Manufacturers.

Hongkong, 13th August, 1901.

[714c]

**To-day's  
Advertisements.**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.

Captain Davis, will be despatched for the  
above Port, on THURSDAY, the 2nd instant,  
at 10 A.M.For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co.,  
General Managers.

Hongkong, 20th August, 1901.

[897c]

SHEWAN, TOMES & CO.'S  
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

T HE Company's Steamship

"HAICHING,"

Captain Davis, will be despatched for the  
above Port, on or about the 10th September.

To be followed by the

S.S. "ANAPA,"

about 15th October, 1901.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents,

Hongkong, 20th August, 1901.

[871c]

T HE HONGKONG DISPENSARY.

KELLY &amp; WALSH, LTD.

NEW BOOKS.

HOW TO BE HAPPY THOUGH MARRIED,  
by Rev. E. J. Hardy. \$2.25LOVE AFFAIRS OF SOME FAMOUS MEN,  
by Rev. E. J. Hardy. 2.25THE BUSINESS OF LIFE, by Rev. E. J.  
Hardy. 2.25MR. THOMAS ATKINS, by Rev. E. J.  
Hardy. 3.50TRADE OF SAMSHU AND AMOY, 1900-  
F. O. Report. 0.10SHORT TABLES FOR THE CONVERSION  
OF U.S. GOLD DOLLARS INTO SIL-  
VER DOLLARS AND TAELS INTO  
DOLLARS AND Vice Versa, Ascending  
by Eight, Compiled by F. M. da Luz. 2.25**WILLIAM POWELL, LIMITED.**

MONDAY, SEPTEMBER 2ND.

SALE! SALE!! SALE!!!

Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests,  
Remnants, Toys, Dolls, Gentlemen's Hats,  
Half Hose and Gloves.

782c]

R. G. HECKFORD,  
Manager.

OLD MATURED

**JOHN WALKER WHISKEY,**  
FROM THE FAMOUS

KILMARNOCK DISTILLERY.

THE FAVOURITE WHISKY IN THE OLD COUNTRY.

ASK FOR IT!

Hongkong, 22nd July, 1901.

[776c]

**A. CHEE & Co.**

17th, Queen's Road, Central

ESTABLISHED 1859.

**FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS,**Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-  
tresses, Cutlery and Dinner Services, Cooking Ranges and Kitchen  
Utensils, Aspinall's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and  
Hotels in Hongkong.

Hongkong, 22nd July, 1901.

[777c]

**To-day's  
Advertisements.**

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT  
AMERICAN ASPARAGUS & DESSERT  
FRUITS, ALL KINDS.

Apply to G. GIRAUT.

Hongkong, 20th August, 1901. [667c]

THE OSAKA SHOSEN KAISHA,  
LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Sudzuki, will be despatched for the  
above Ports, on FRIDAY, the 23rd instant,  
at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents:

Hongkong, 20th August, 1901. [226c]

**MARRIAGE.**SOUTHAM-GOLDSTONE. At Christ Church,  
Yokohama, on the 17th August, '01, by the  
Right Rev. Bishop Awdry, D.D., assisted by  
the Rev. Thomas Wright, Rev. WALTER J.  
SOUTH, B.D., of Hongkong, to Miss SARAH  
E. GOLDSTONE, of Toronto, Canada. [808c]**The Hongkong Telegraph.**

HONGKONG, TUESDAY, AUGUST 20, 1901.

**REUTER'S TELEGRAMS.****THE NAVAL AND MILITARY  
WORKS BILLS.**

LONDON, August 17th.

The Naval and Military Works Bills have  
been read a third time.**PARLIAMENT PROROGUED.**

Parliament has been prorogued.

**KRITZINGER'S RETREAT FROM  
CAPE COLONY.**

August 18th.

General Gorringe has driven Commandant  
Kritzinger and his followers, the latter number-  
ing only one hundred men, many of them  
on foot, across the Orange River.**CONFLAGRATION IN LONDON.**The premises of the Mazawattee Tea Com-  
pany at Tower Hill have been gutted by fire.**GERMANY AND JAPAN.**Cordial telegrams have been exchanged  
between the German Emperor and the Mikado  
in reference to the reception of Count  
von Waldersee in Japan.**WEATHER REPORT.**

The Observatory report says—

On the 20th at 12.10 p.m. the barometer has  
risen slightly on the China coast, fallen a little  
over the Philippines. Pressure is highest over  
the N.E. coast of China, and gradients are slight  
for E. winds on the China coast. Forecast—  
E. winds, light; shower.**LOCAL AND GENERAL.**ACCORDING to the *New York Journal*, four  
men broke into the offices of the South Chicago  
Boiling Works, Ninety Sixth-street and Ex-  
change Avenue, a few days ago, and stole the  
safe, weighing 1,000 pounds. After carting it  
a mile out on the prairie they broke it open, to  
find two two-cent postage stamps. The con-  
versation of the party would be well worth  
listening to for the next twenty minutes, says a  
Singapore contemporary.A SHANGHAI paper states that the German  
Staff has already set to work collecting  
material for an official history of the German  
expedition to China. A circular has been  
issued appealing to the district commanders to  
induce the possession of private letters, diaries,  
and notes which contain material to send them to  
the General Staff. These documents will  
be placed in the archives and will be treated as  
confidential. For the next 30 years no one  
will be allowed to have access to them except  
officers of the General Staff who receive special  
permission.DR. HOWE, the geologist, relates some interesting  
facts about the remarkable purity of the air  
in the Mammoth Cave of Kentucky, showing  
the peculiar effect it has on the olfactory nerves  
if breathed for a few hours. The doctor  
remained in the cave the whole of one day, and  
upon emerging, found that his perception of  
smell had increased to such an extent that he  
could detect a distinct odour from every tree,  
animal, and man. This is accounted for by the  
absence of anything in the cave to stimulate  
the nerves, the nose having complete rest, and  
thus becoming super-sensitive to outside  
influences.THE state of some of the bodies taken from  
the debris of the collapsed houses in Cochrane  
Street may be judged by the fact that this  
afternoon a human jawbone and the two bones  
of a fore-arm were found without any sign of  
the remainder of the body to which they  
belonged being forthcoming. This morning  
too, the workers collected a whole dead-bone  
full of various fragments, such as arms and  
legs. All hope of recognising the bodies now  
being excavated has ceased, and so badly  
dismembered are some that the working party can  
only count of the deaths by noting each  
skull taken out.A HOME paper says that on the 16th ult. was a  
veritable day of cricket centenaries, and the hero  
of the occasion was the famous Notts batsman,  
William Gunn, who, in compiling the huge  
aggregate of 273 against Derbyshire was able  
to enjoy the double distinction of making the  
biggest individual score of the season and  
topping his own previous best by 37 runs. It  
was against Surrey in August, 1858, that Gunn  
took the liberty of putting together 270 and  
carrying out his bat, though a year previously  
almost to the day the lengthy William fell  
short of this big performance by 9 runs only,  
when playing against his opponents of yesterday.  
It seems hard to believe that nineteen  
years have slipped away since Gunn made his  
first hundred in first-class cricket. By the way,  
Gunn's even more famous colleague, Arthur  
Shrewsbury, achieved this feat as far back as  
1855. His highest score is 267, made against  
both Middlesex and Sussex in 1857 and 1859  
respectively. Shrewsbury has been singularly  
unfortunate in his long after centuries' thus  
season. Yesterday he fell short of the coveted  
three figure by a single run only, and a month  
ago he had a similar experience at Brighton.**THE COCHRANE STREET  
COLLAPSE.****A MARVELOUS RESCUE.**Just as we had gone to press yesterday news  
was brought in that a man had been discovered  
alive in the ruins of the houses in Cochrane  
Street. Of course we didn't believe it. It seemed  
impossible that any man should be able to  
survive a burial of six nights and five days  
under such a heap of debris. However, we  
sent a representative off post haste and on  
arriving at the scene of the collapse he found  
that the news was true. Shortly after half past  
four cries were heard from beneath the debris  
near the party wall of the two houses which  
first collapsed and, on further investigation, it was  
found that a man was still alive there. Word  
was immediately sent for further assistance  
and Captain Superintendent May was quickly  
on the scene with extra men. The buried  
man was found to have been jammed between  
the beams of one of the floors and was in such  
a position that, while he was uninjured, he  
could not move, and had spent the whole time  
since the collapse cramped up in a small space  
in which he could neither lie, stand nor sit, but  
had to remain in the very strained position  
in which the falling house had left him. As soon  
as the debris had been cleared away sufficiently,  
Inspector Hanson passed down whisky and  
water and some bread to the poor wretch, and  
he was so delighted at the prospect of release  
that he was able to chaff his rescuers and beg  
them to hurry up. It was very delicate work  
however, for, when trying to dig him out, another  
fall took place and that method of procedure had  
to be abandoned. Eventually it was found  
better to try and tunnel down to him and this  
was eventually accomplished. As soon as a  
sufficiently large hole had been made, Inspector  
Hanson and Mr. Crisp, Inspector of Buildings,  
reached down and, getting a good hold, hauled  
the man out. Dr. Belli was in attendance and re-  
stomachies were administered, after which, with  
assistance, the rescued man was able to walk  
to a chair and was taken away to the Hospital.  
He is about sixteen years of age and must  
have been of exceptionally strong physique to  
have stood his burial for so long. He is doing  
well in the Hospital.Since yesterday a great alteration in the  
aspect of the ruins has taken place. The lower  
house, No. 32, has been almost cleared of debris,  
but Nos. 34 and 36 are still choked up with  
rubbish. The work is of a most dangerous description,  
as the surrounding walls are ready to crash  
down upon the working party at any moment  
and, as we pointed out yesterday, it is necessary to  
pay constant attention to the struts to see  
that they remain in position. The fact that  
many of them have to butt upon the heaps of  
debris means that they are constantly being  
underrun and hence work is frequently inter-  
rupted.We are still of opinion that it would have  
been better to have asked for bluejackets to  
have carried out the work, but, at the same  
time, we give all credit to those men who have  
worked throughout the whole time at rescuing  
or extricating bodies. They have had practically  
no assistance, for the coolies are too unintelli-  
gent to do more than scrape at the debris like  
so many hens on a dunghill, and, whenever a  
body is unearthed, they bolt. As a matter of fact  
the Europeans are doing all the work and the  
coolies are clearing up after them, and what  
would have happened had we not a man like  
Sergeant Carrod to depend upon we don't  
know. He is a host in himself. The work  
that some of the men have done will be seen  
below. And such unpleasant work too! The  
whole place smells like a charnel house and  
it requires a man of strong stomach and  
iron nerves to keep at the work of clearing  
the debris for half an hour. This morning  
when we went down the Europeans in charge  
were taking their breakfast in the house op-  
posite and we wondered how they could do  
so, so overpowering was the stench of the  
decaying corpses still lying under the ruins.  
Many of the bodies taken out lately have been  
in fragments, dropping to bits as they were  
lifted, so that it is well nigh impossible to  
tell whether they are those of men or women.  
Fifteen bodies have been recovered in the last  
twenty-four hours and one living man, bring-  
ing the total up to 40 dead, 12 sent to Hospital  
and 13 slightly injured.

SERGEANT CARROD.

If any man has shone in the clearing of the  
rubbish in Cochrane Street that man is Sergeant  
Carrod of the Police. He has worked  
himself like a nigger to get the bodies out and  
has kept the Chinese coolies up to their work  
at the same time. This is no easy job, for  
directly a body is found the whole lot clear  
out and refuse to do a stroke of work until it is  
removed. None of them will touch it and so  
Carrod has had to do the work himself. We saw how  
it was this morning. A body was unearthed, so  
horribly decomposed and swollen up as to be  
unrecognisable. The Chinese promptly bolted,  
refusing to go anywhere near the spot. The  
man was fearful, but Carrod, after carefully  
clearing the debris away from the body  
threw a cloth over it, picked it up in his arms  
and carried it out of the place to where a dead  
box was in readiness. He was not complicit  
with the Chinese while he was doing so, but  
we noticed that the bishop, who happened to  
be present at the time, the body was found,  
failed to reprove him for his "language." It  
was certainly excusable for few men would  
have done as he did with piping coolies  
looking on and as he pointed out to us  
without some European to step in now and  
again and do things of this sort, however  
unpleasant the work could not go on for  
the whole of the coolies would desert. Carrod  
is, we think, a man who would delight  
Kipling. "As rough as you please when occa-  
sion requires it, and one who talks right out  
what he thinks and that not in drawing room  
language, but at a render as a woman  
where needed. He has been doing splendid  
work since the late disaster and his labours  
deserve recognition. As we saw him today  
he was not a pleasant sight. Glad onlythat he was directing everything and doing  
all delicate jobs himself. And it must  
not be forgotten that ever since the col-  
lapse took place he has been hard at work  
shifting nothing, and if an unpleasant job  
cropped up and nobody is there to undertake it,  
he swears a little, and does it himself. We  
would rather have Garrod with his harmless  
swearing in a tight corner than a dozen of  
your polite men who talk much and do  
nothing.

MR. WOLFE.

The man who has been responsible for the  
lives of the workers on the collapsed buildings,  
to a very great extent, is Mr. Wolfe, of the  
Public Works Department. He has had to  
look to the scaffoldings which are supporting  
the tottering walls surrounding the scene of  
operations, and his job has been no sinecure.  
As we said before, the space between the houses  
left standing is too broad for struts to be  
put right across, and hence the shores have  
had to be built up to the walls, from the  
top of the pile of debris, with the result  
that they have had to be shifted at short  
intervals as their supports are cut away.  
It speaks well for Mr. Wolfe that no loss  
of life has occurred amongst the workers, for  
the whole of the surrounding walls are in a  
horribly unsafe condition and it is only his  
careful attention to the scaffolding that has  
kept them in position. He too is a worker.  
He is not satisfied with simply directing  
matters, but does delicate jobs himself and  
thus saves endless delays. Nobody who has  
inspected the scene of the collapse can

## GREAT EASTERN AND CALIFORNIA GOLD MINING CO., LTD.

A meeting of the above Company was held to-day at 12.15 at their offices to confirm a resolution that was agreed to on July 20th. There were present Messrs. R. C. Wilcox, J. C. Remedios, F. Silva, E. Geon, C. Georg, E. G. Osmond, E. Kadourie, (Liquidator) and Mr. M. Bennecke. Mr. Wilcox was voted to the chair. The Liquidator said, although not having been able to secure the signatures of a number of the Chinese shareholders, we have 27,000 out of 40,000 thereby possessing a good majority and quite sufficient to enforce any resolution the meeting may put forward.

The Chairman read the proposal, viz., that in lieu of making a call, the Preference Shareholders do accept the proposal of the Liquidator to divide the available assets among them.

This preposition was seconded and carried unanimously.

The Chairman in closing the meeting, intimated to the shareholders that the Liquidator, Mr. M. Bennecke, would devise a scheme for the complete winding up of the whole concern.

This concluded the business.

## AT THE HARBOUR MASTER'S.

P. C. 131, G. S. Foden, of Tsim Sha Tsui, charged the coxswain of the launch *Yui Lun* with unlawfully disobeying the rules of the road on the 16th instant. P. C. Foden said he saw the defendant about 500 yds. away and whilst he was going to starboard. The defendant whistled twice but, through faulty navigation, a collision occurred. The defendant having stated his case, Mr. Grist said that the police boat could have avoided the collision but failed to do so. The coxswain was fined \$25.

## THE PEACE PROTOCOL.

(Special wires to the *Shanghai Mercury*.)

LONDON, 14th Aug., 7.25 p.m.

Dr. Morrison, the *Times* correspondent, wired that the Peace Protocol is ready for signature. The Ministers agree to Sir Ernest Satow's suggestion to exclude the clause with regard to the appointment of an International Commission relative to the conversion of duties to specific free list, which comprises gold and silver coins, bullion, foreign cereals, rice and flour.

DE WITTE'S TOUR ANNULLED.  
ROMANOFF WILL TOUR THE FAR EAST INSTEAD.

It is announced that instead of M. de Witte, the Russian President of Finance, his assistant M. Romanoff, Privy Councillor in the Ministry of Finance, will tour the Far East.

THE PEACE PROTOCOL SIGNED.  
GREAT BRITAIN HAS WITHDRAWN HER OBJECTIVES.

*The Conservancy of the Whangpoo.*

All the Powers have signed the Peace Protocol which contains all the Articles with the exception of Art. XI, and we understand that the Whangpoo Conservancy Question is also inserted in the Protocol, and that is said to be the reason the British and German Consuls-General hastened to Nanking to see the Viceroy. We likewise learn that Great Britain has withdrawn her objections from signing the Protocol after coming to an agreement with the Powers. As to further commercial and shipping questions, they are to be entrusted to a Committee in which only those Powers will be represented who have large commercial and shipping interests with China. In fact the Board will consist of those we mentioned some weeks ago. It is understood that these negotiations will take place, as we intimated some time since, in Shanghai, and the different Powers, especially Great Britain, Germany, France, and Japan, will be represented in this International Commission by their Consuls-General, and that each nation represented will be entitled to one vote only, which will, no doubt, be very much appreciated by the whole commercial community of China. As former consultations regarding the Whangpoo question in Peking have shown that the Ministers are not well informed as to details and have had to rely upon information given them by experts from Shanghai and other commercial ports, it has been deemed best for the negotiations to be carried on here. The transfer of the negotiations on the other hand will facilitate all parties interested, who will be given an opportunity to explain their views.

## A STAGE ROMANCE.

Among the passengers on the *Nippon-maru*, which arrived here yesterday morning from San Francisco, the *Nagasaki Press* of 10th inst. says, were Mr. and Mrs. Francis Hope, formerly May Yohé, the well-known actress, and Major Putnam Bradley Strong, late of the U.S. army, from which he recently resigned. According to the *San Francisco Chronicle*, "Lady Hope has been the central figure in at least six extensively published stories of alliances with prominent men. Then she married the English lord and reached the climax of her theatrical aspirations. After four or five years of lavish expenditure their wedded life faded to the prosaic drudgery of threatened financial distress. Lord Hope was a ruined man. Only family jewels remained, and they could not be sold. The chance of inheriting his brother's dukedom and the immense fortune was gone, but it was uncertain and distant. Lady Hope did not care to wait. She met and admired Putnam Bradley Strong in Europe and accompanied him to America. She entertained him for months at her flat in New York city, and she refused to return to London with her liege lord."

"Major Putnam Bradley Strong is the only son of the late multi-millionaire, William L. Strong, who was Major of New York from 1894 to 1898. Young Strong was here in San Francisco in 1898 as a Captain of Volunteers, acting as Assistant Adjutant-General on the staff of Major-General Wesley Merritt. He was the youngest officer of the command, and his appointment had come because of his own social and militia prominence in New York, because of the wealth and standing of his father, and because of his family's intimacy with people high in authority at Washington."

In the Philippines he distinguished himself by special service and was brevetted major of volunteers. Strong is a linguist and speaks German, French, and Spanish. Because of his knowledge of Spanish and some Tagal he had picked up in the islands he was entrusted, in February, 1899, with the important mission of forcing his way fourteen miles to the headquarters of a rebel commander with messages from General MacArthur, who sent warning to the insurgent chief to live up to a former agreement. Shortly afterwards he returned to the United States. Major Strong has had romantic affairs before now. Not long after his arrival in the Philippines, parochial stories came back to the effect that he had wooed and won the late Princess Kaiulani, while the transport was

lying at Hongkong on the way to Manila. The rumour of his engagement to the beautiful Princess would not go down for a long time.

"Lady Francis Hope, formerly May Yohé, is no stranger to San Francisco. She was here only last year with her newly-acquired and titled English husband, and was about a good deal at theatres with Eddie Wallace Hopper, who entertained the pair at her country place in the foothills near Oakland. As May Yohé she was here in 1893 in the "City Directory" at the old Bush Street Theatre. At that time she attained a good deal of newspaper notoriety by quitting the company and taking apartments in the 1,300 block on Ellis Street, claiming that she had quit the stage and married a prominent San Franciscan. In March, 1894, she actually did quit the burlesque business and was married in London to Lord Hope.

"Lord Francis Hope is 35 years old. He died three years ago for more than \$1,000,000. The official examination of his accounts showed that he had spent \$250,000 for eating and drinking, \$105,000 for backing the Lyric Theatre, where May Yohé played; \$350,000 for betting and gambling; \$350,000 on behalf of other people, \$80,000 in raising money; \$2,000,000 in living expenses and \$50,000 in minority debts. Lord Hope is now in London and has not been living with his wife for some months."

Whilst in Yokohama a representative of the *Japan Advertiser* called on Mr. Smith, who volunteered the following statement:—

"All this nonsense which has appeared about us in the San Francisco and New York papers is absolutely false. I do not conceal my identity and admit freely that Lady Hope is travelling with me. I intend to make her my wife. She is at present securing a divorce from her husband, Lord Hope. What do I intend to do? Well, I expect to remain in Japan indefinitely, and after I go as far as Nagasaki, I shall return to Yokohama and take up my residence on the Bluff."

Lady Hope is the wife of Lord Francis Hope, brother of the Duke of Newcastle, to which title he will probably succeed, as his brother has no children.

TRAGEDY ON THE I.C.S.  
"LOKSANG."

The *N. C. Daily News* of the 17th inst. gives the following brief account of the fatality of the *Loksang*, as published in our telegram last night:

A sad fatality occurred on board the I.C.S. *Loksang* last week, when the steamer was at Moronai taking on a cargo of coal for Shanghai. A shot was heard, the sound of which indicated that it had been fired in the second-engineer's cabin. On entering the cabin, the body of the second-engineer was seen huddled up on the floor, with a revolver, still smoking, in the hand. Although the shot had entered the forehead and gone right through the head, the man was still living when the cabin was entered, but was unable to speak and expired in less than a minute. From the position of the body, it was thought that it was either a case of suicide, or that the revolver had gone off accidentally.

## AN AMERICAN ON THE CHINA EXPEDITION.

Capt. McCalla, U.S.S. *Newark*, says of the Seymour expedition to relieve the Peking Legations:—

"At first we had only the Boxers to contend with. Later we had the Chinese regulars."

They were splendidly armed—all that a good soldier could wish for. They had the best of Mäusers, the finest of Mannlichers and good Krupp guns. Nobody could ask for better than that. It was almost pathetic to see how the Boxers fought. Their religious enthusiasm and faith in certain things were extraordinary. They believed that by waving their banners and spears in a certain way and making peculiar motions with their hands, the bullets from our guns could not harm them. Nothing could shake their faith in this kind of defense. They would not run away. I saw a parcel of twenty-five of them stand up and be shot down to the last man. All through the fire they kept bowing and making their strange motions. Even when the last of the twenty-five had been shot to his knees he kept saluting to the last. I could not understand. It was different with the Chinese regulars. They knew what bullets could do. They are not very good marksmen. They would begin to shoot when they were a great distance away, but there were so many of them that it kept one busy trying to dodge the bullets. They displayed more order under fire than I expected, but that was due to the German methods employed in their training. I saw one body of them walk off very calmly and in splendid order under a hot fire. But so soon as they are threatened from the rear they give way in bad style. They seem to be very sensitive to the danger of being cut off. That is a Chinese soldier's weak point." Speaking of the Japanese, Capt. McCalla said:—"The efficiency of their army is something to marvel at. Think of it, when the allies got to Peking the Japanese had an electric searchlight and a storage battery which proved of the greatest service in storming the wall. They are modest, quiet but businesslike at all times."

LOSS OF THE RUSSIAN STEAMER  
"WITTE."

The *China Gazette* gives the following account of this disaster:

The officers and crew, 24 all told, of the Russian merchantman *Fridmaninister Witte* arrived here on the 11th inst., by train from Woosung, having been picked up in boats on the high sea by the German steamer *Shantung*.

From what we could gather the Russian steamer was on a voyage from Moji to Singapore with a cargo of coal and was caught in the typhoon while in Lat. 27° N. and Long. 121° E., about fifty miles to the north of Formosa. The weather was terrific and the steamer was not gaining any ground and continually shipping heavy seas. Captain Bennerhoff then decided to alter her course heading the wind, but in doing so she shipped such a tremendous wave that her engine room was flooded and the fire put out. The vessel then could not be steered any longer and in her helpless condition she gradually filled with water and took a heavy list to the starboard. The engineers were in the engine room with water up to their necks. Captain Bennerhoff then seeing that the vessel would sink at any moment decided to abandon her. Three boats were ordered out but one was quickly smashed. The crew safely embarked in the other two and stood by the steamer for one day and a night till seeing the water on a level with the deck and the steamer actually sinking, they started to make for the land. After three hours of hard rowing they were picked up by the German steamer *Shantung*, which brought them to Woosung. The crew had lost their all, as nothing could possibly be saved.

The *Fridmaninister Witte* was a boat of 7,130 net tonnage and belonged to the Joint Stock Steamship Co., Rossiya of Libau. She was employed in the coal trade between Japan and the Straits.

I enjoy the house of Commons. It is real nice to hear these English blackening their own characters. Does it not show us trouble?

They seem all of them who are in earnest again.

"Let me generalize. The Conservative is one who attacks the Liberal for misgoverning the country. The Liberal is one who attacks the country for misgoverning the world. And between the two the business of the empire goes on."

The *Fridmaninister Witte* was a boat of 7,130 net tonnage and belonged to the Joint Stock Steamship Co., Rossiya of Libau. She was employed in the coal trade between Japan and the Straits.

STEAMERS IN COLLISION  
AT MOJI.

The British steamer *Chitago* which arrived at Moji from Kobe on the 9th was making preparations to sail for Shanghai on the 10th, says the *Kobe Herald*, when the Japanese steamer *Hokku Maru* from North China arrived and cast anchor. A strong current was running at the time and the cable of the latter vessel parted. The *Chitago* seeing the danger, let out 600 feet of cable, but the Japanese steamer was driven towards her and collision resulted.

The former sustained some damage near her bow and a portion of her hull amidships was also damaged. The Japanese steamer received damage near her stem and stern. No lives were lost on either of the steamers.

The total damage to the two vessels is estimated at yen 10,000 or thereabout. A later despatch to the *Manchukuo* states that the *Hokku Maru* sustained worse damage than the *Chitago* in the collision, but the latter forwarded a demand for yen 15,000 damages.

## COTTON CARGO AFIRE.

HOW THE CAPTAIN SAVED HIS VESSEL.

The Hansa Line steamship *Johannesburg*, Captain H. Möller, which arrived in Bombay recently from Hamburg via Antwerp and Maastricht was on fire while the vessel was loading at Antwerp, on the 23rd May last. The fire suddenly broke out about 11 p.m. in the main hold, where a lot of New Orleans cotton was stored. The ship's fire hose was immediately brought into use, and the shore fire brigade arrived to give assistance within ten minutes of receiving the alarm. The fire spread so rapidly that the men employed in the hold hardly had time to save their lives. There were soon half a dozen powerful fire-hoses in use and torrents of water were poured into the burning hold, but nobody could really get at the bed of the fire owing to the dense smoke. After a struggle lasting about three hours the fire brigade gave the steamer up and the port authorities sent the boats and pilots take the burning ship away from the quay and to sink on the opposite side of the river. At this moment Captain Möller, the Commander of the ship, stepped in and asked the port authorities to allow him to extinguish the fire by another method and to allow him to keep the vessel one hour longer at the quay, after which time he was willing to obey their orders, to have the ship sunk, if the fire was not put out. The shore fire brigade was sent away and the Captain with his own officers and crew, had all the hatches put on and battened down and also all the ventilators closed and then sent ashore to get fluid carbonic acid. At the same time he had the steam of the ship's donkey boiler blown into the burning hold, and the fluid carbonic acid arrived. He had about eight gallons of it thrown into the lower part of the hold through another ventilator by means of a long rubber hose. As carbonic acid is lighter than air, it rose from the bottom of the hold and took away all the oxygen—the necessary nourishment for the fire, while the steam which was applied from the upper part did not allow any new oxygen to come down. Within an hour, the large fire was extinguished and the steamer was saved. The port authorities of Antwerp and especially the fire brigade men were greatly puzzled and astonished to see the wonderful power of fluid carbonic acid. Captain Möller really deserves great praise for using this ingenious means and displaying such presence of mind in saving his vessel.—*Evening Gazette*.

A FRENCHMAN ON THE HOUSE OF COMMONS.

Capt. McCalla, U.S.S. *Newark*, says of the Seymour expedition to relieve the Peking Legations:—

"At first we had only the Boxers to contend with. Later we had the Chinese regulars."

They were splendidly armed—all that a good soldier could wish for. They had the best of Mäusers, the finest of Mannlichers and good Krupp guns. Nobody could ask for better than that. It was almost pathetic to see how the Boxers fought. Their religious enthusiasm and faith in certain things were extraordinary. They believed that by waving their banners and spears in a certain way and making peculiar motions with their hands, the bullets from our guns could not harm them. Nothing could shake their faith in this kind of defense. They would not run away. I saw a parcel of twenty-five of them stand up and be shot down to the last man. All through the fire they kept bowing and making their strange motions. Even when the last of the twenty-five had been shot to his knees he kept saluting to the last. I could not understand. It was different with the Chinese regulars. They knew what bullets could do. They are not very good marksmen. They would begin to shoot when they were a great distance away, but there were so many of them that it kept one busy trying to dodge the bullets. They displayed more order under fire than I expected, but that was due to the German methods employed in their training. I saw one body of them walk off very calmly and in splendid order under a hot fire. But so soon as they are threatened from the rear they give way in bad style. They seem to be very sensitive to the danger of being cut off. That is a Chinese soldier's weak point." Speaking of the Japanese, Capt. McCalla said:—"The efficiency of their army is something to marvel at. Think of it, when the allies got to Peking the Japanese had an electric searchlight and a storage battery which proved of the greatest service in storming the wall. They are modest, quiet but businesslike at all times."

ON THE HOUSE OF COMMONS.

A Frenchman has been studying the British House of Commons, and has given in the *Matin* (Paris) his conclusions over the initials P. M. G. The gist of these is given below:

"Have you ever sat in the house of Commons and listened? No? Then you have missed the best of English comedies. I will describe.

"In front of me sits a gentleman in a long wig; in front of him two lesser gentlemen in lesser wigs. The great gentleman is called the Speaker. I don't know why. Perhaps because he never opens his mouth. The other gentlemen are his clerks; they suck pens continually.

"In front of me sits a gentleman in a long wig; in front of him two lesser gentlemen in lesser wigs. The great gentleman is called the Speaker. I don't know why. Perhaps because he never opens his mouth. The other gentlemen are his clerks; they suck pens continually.

"On the right hand of the Speaker sit many, many, red-faced, well-dressed Englishmen. They were greatly puzzled and astonished to see the wonderful power of fluid carbonic acid. Captain Möller really deserves great praise for using this ingenious means and displaying such presence of mind in saving his vessel.—*Evening Gazette*.

THE NEED FOR THE HOME.

That there is an urgent need of the present undertaking cannot be doubted by anyone who has even a slight acquaintance with the dangers of Jack ashore, which are greater than those afloat. The building will have a four-fold specialty, it will continue a work inaugurated over 85 years ago, when the British and Foreign Sailors' Society opened upon the Thames its first floating chapel and reading-room, the sloop-of-war *Society*, called by the sailors "The Ark." It will be admirably situated to meet the needs of a seafaring community in the greatest port of a city of the world.

It will not regard the nationality nor the religion of the passing stranger, and it will also be the centre of a wide circumference of world-embracing stations. The site, indeed, has been admirably chosen at the junction of four main highways, surrounded by Scandinavian, Asiatic, and German homes for Sailors.

IT WILL NOT REGARD THE NATIONALITY NOR THE RELIGION OF THE PASSING STRANGER, AND IT WILL ALSO BE THE CENTRE OF A WIDE CIRCUMFERENCE OF WORLD-EMBRACING STATIONS.

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greatest port of a city of the world.

It will not regard the nationality nor the

religion of the passing stranger, and it will

Mails.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	{ MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	{ FRIDAY, 23rd August, at Daylight.
ROSETTA MARU	{ NAGASAKI, KOBE and YOKOHAMA	{ FRIDAY, 23rd August, at Noon.
KASUGA MARU	{ SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	{ FRIDAY, 23rd August, at 4 P.M.
HAKATA MARU	{ KOBE and YOKOHAMA	{ FRIDAY, 30th August, at Daylight.
KAGA MARU	{ VICTORIA, B.C. and SEATTLE	{ MONDAY, 2nd Sept., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 9th August, 1901.

TOYO KISEN KAISHA.

NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)

Tuesday, 17th Sept., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)

Tuesday, 17th Sept., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Saturday, 12th Oct., at Noon.

THE Twin Screw Steamship

NIPPON MARU,

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 24th instant, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding Orders for OVERLAND CITIES in the United States have the choice of Overland Railways from San Francisco—including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA DINING CAR is attached to trans-continental trains day and night TACOMA to NEW YORK in 48 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DVEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL &amp; Co., LIMITED, General Agents.

Hongkong, 9th August, 1901.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH and LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

MASSILLA.

Captain G. M. Mansfield, R.N.R., carrying His Majesty's Mails, will be despatched from this for the UNITED STATES, via Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 20th August.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES; in conjunction with the GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the ORIENT.

For further Particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK. To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits.

FRANK WATERHOUSE &amp; CO., General Agents for Seattle, or to GEO. SUTHERLAND, General Agent for the East SHANGHAI.

JARDINE, MATHESON &amp; CO., Agents.

Hongkong, 20th July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

HEATHBURN .....

JUPITER .....

MOGUL .....

KURDISTAN .....

SATSUMA .....

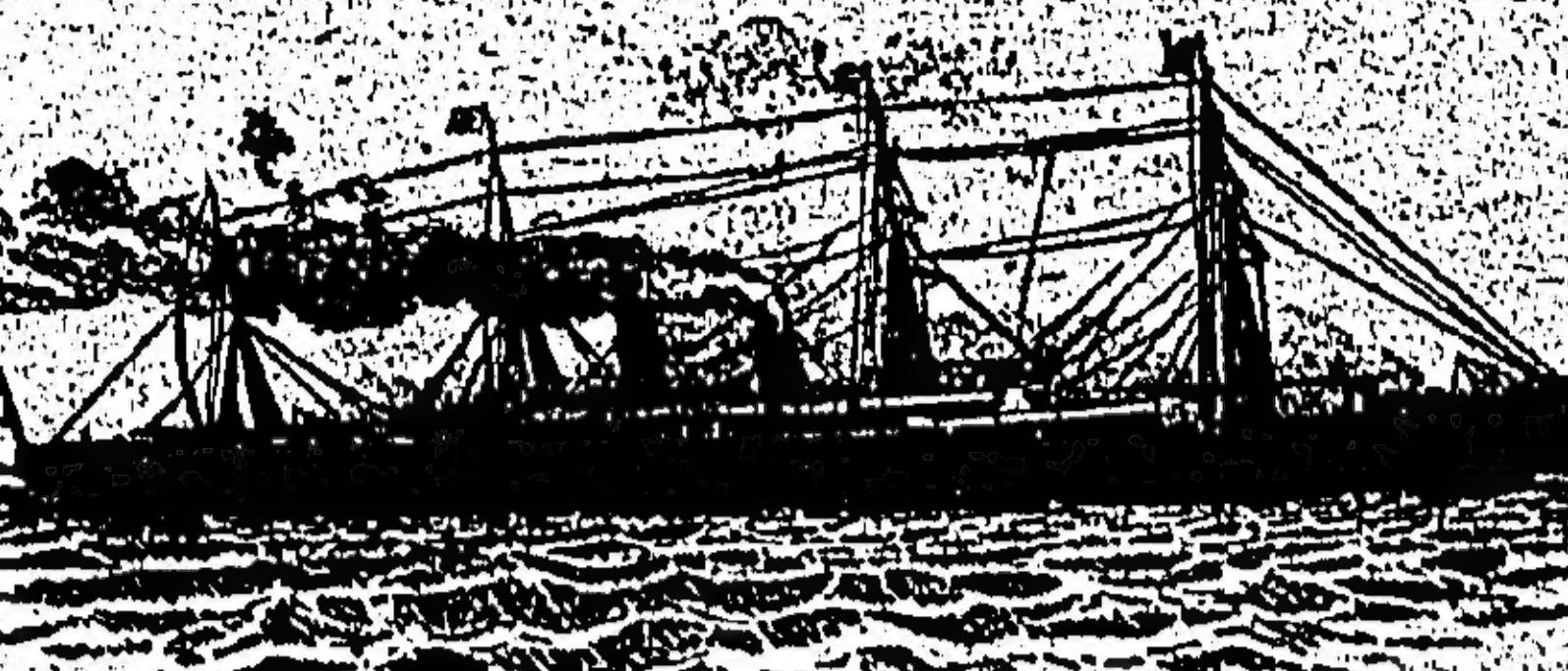
LENNOX .....

For Freight and further Information, apply to

DODWELL &amp; Co., LIMITED.

Hongkong, 20th August, 1901.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PEAU" .....

"COFFIC" .....

"CITY OF PEKING" .....

"GAELIC" .....

"CHINA" .....

"DORIC" .....

SATURDAY, 31st August, at Noon.

TUESDAY, 10th September, at Noon.

TUESDAY, 14th September, at Noon.

WEDNESDAY, 2d October, at Noon.

SATURDAY, 10th October, at Noon.

TUESDAY, 29th October, at Noon.

THROUGH PASSAGE TICKETS AND BILLS OF LADING ISSUED FOR THE PRINCIPAL CITIES IN THE UNITED STATES, CANADA AND EUROPE, IN CONNECTION WITH THE GREAT NORTHERN RAILWAY AND ATLANTIC STEAMERS.

FOR FURTHER INFORMATION AS TO FREIGHT, PASSAGE, SAILINGS, &amp;c., APPLY AT THE COMPANY'S LOCAL BRANCH OFFICE AT PRINCE'S BUILDING, 1ST FLOOR, CHATER ROAD.

A. S. MIHARA,  
Manager.

Hongkong, 9th August, 1901.

Mails.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR

STEAMERS

TO SAIL

NAGASAKI, KOBE and MOJI

MANILA, ILOILO and CEBU

FOOCHOW, NINGPO and SHANGHAI

SHANGHAI

KOBE and MOJI

MANILA

PORT DARWIN, THURSDAY ISLAND

COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE

TAIWAN

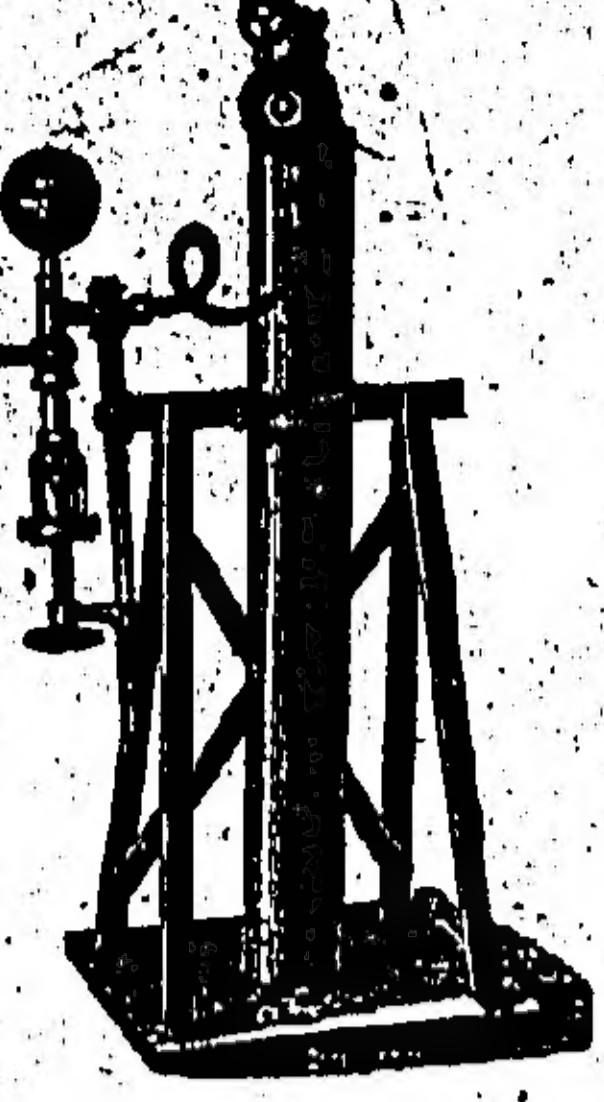
TAIWAN&lt;/div



## Intimations.

## NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes. Families in Up-country places, Mission Stations and for Passenger Steamers.



The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

## LEOPOLD SPATZ &amp; CO.

Hongkong, 29th July, 1901.

**PETER SYS WONDERFUL SPECIFIC.**  
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHÖEA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY  
(Proprietors and Sole Manufacturers)  
9, Old China Street,  
Shanghai.

12th October, 1898.

UNTOUCHED BY HAND.

# MELLIN'S FOOD

FOR INFANTS and INVALIDS.  
When prepared is similar to Breast Milk.  
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

THE HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

WASHING! WASHING! WASHING!

GENTLEMEN'S (ORDINARY)  
At a fixed price of \$8 per month per head,  
or as per tariff.

LADIES' and FAMILY as per Tariff.  
ALL ARTICLES DISINFECTED.

SHIRTS, COLLARS and CUFFS glossed by  
Machinery.

Californian Washermen Employed. No Coolies  
Sleep on the Freshens.

Depot, 5 ICE HOUSE STREET  
F. G. ALLEN,  
Manager.

Hongkong, 6th August, 1901.

[845c]

DROZ & Co.,  
WATCH MANUFACTURERS,  
STEAM FACTORY ESTABLISHED 1864.  
St. Imier, SWITZERLAND.

SPECIALITIES:  
LEVER WATCH & CHRONOGRAPHS.

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